Mr. Anthony D. Barfield
Primary Examiner
Art Unit 3636

3-page fax

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My submittals of 08/08 and 10/19/03 to USPTO

Dear Mr. Barfield,

Dec. 07, 2003

Please accept my apology for three errors "a shoulder cap and the related ones" of the Claim 4 which are amended to "a pair of shoulder caps" in the enclosures and replace therewith.

I wish you Merry Christmas and Happy New Year.

Thank you in advance.

kind regards

Go

Attached: 2 pages

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where at least one shoulder belt portion of the seat belt is extended ov r at least one of the shoulder caps and over at least one U-shaped plate thereof, when the rotatable levers are rotated by the drive apparatus, causing release cams of the rotatable levers to force a rotation of lock pawls, pre-loaded by first springs, thereby permitting locking pins, pre-loaded by second springs, and loosely guided in guide tubes, to move into holes of the casings and block the rotatable levers in one direction;

where in the event of a real-world accident or a turbulence a forward motion of the torso and head rotates the rotatable levers in another direction through the openings of the L-shaped, partly laterally closed and partly laterally plates, thus moving the clamping elements along the corresponding tubes resulting in a work of deformation and friction, during which vibrations are dampened and a stored energy is released by fracture of the sites of predetermined fracture of the clamping elements in excess of respective threshold values.

3. A restraint system equipped with a shoulder holder to increase survival chance in a real-world accident of a vehicle, train or an aeroplane or during turbulence-related vibrations of an aeroplane, comprising

a seat belt, consisting of several belt portions, at least one latch plate, a buckle assembly, a belt pretensioner and belt fittings;

a shoulder holder, having a pair of shoulder caps with open apertures to receive the belt portions;

a pair of latch plates, connected to the shoulder caps, with open apertures, in which the belt portions are loosely secured by quick-release pins, when the shoulder holder and the seat belt are fitted together, and released by withdrawal thereof for removal, when the shoulder holder is withdrawn; and

at least one pair of buckle assemblies, attached in a seat backrest;

wherein

a passenger is restrained by the seat belt and his shoulders are restrained by the shoulder caps upon plug-in connection of the latch plates with the buckle assemblies; and

at least one shoulder belt portion of the seat belt is extended over the open aperture of the corresponding shoulder cap and loosely secured in the open aperture of the latch plate.

4. A restraint system equipped with a shoulder- and neck holder to increase survival chance in a real-world accident of a vehicle, train or an aeroplane or during turbulence-related vibrations of an aeroplane, comprising

a seat belt, consisting of several belt portions, at least one latch plate, a buckle assembly, a belt pretensioner and belt fittings;

a one-piece shoulder- and neck holder, defined by a neck cap and a pair of shoulder caps with open apertures to receive the belt portions;

a pair of latch plates, connected to the pair of shoulder caps, with open apertures, in which the belt portions are loosely secured by quick-release pins, when the one-piece shoulder- and neck holder and the seat belt are fitted together, and released by withdrawal thereof for removal, when the one-piece shoulder- and neck holder is withdrawn; and

at least one pair of buckle assemblies, attached in a seat backrest;

wherein

a passenger is restrained by the seat belt and his shoulders and his neck are restrained by the shoulder caps and neck cap upon plug-in connection of the latch plates with the buckle assemblies; and

at least one belt shoulder portion of the seat belt is extended over the corresponding open ap rture of the shoulder cap and loosely secured in the open aperture of the respective latch plate.

5. The restraint system according to claim 2, wherein the shoulder cap, recessed about a supporting tube of a head rest, is reinforced by a reinforcing plate.

6. The restraint system equipped with a shoulder- and neck holder according to claim 2, further comprising a neck holder, having a pair of neck caps, attached to the pair of shoulder caps, to restrain the passenger's neck in the operative position.

7. The restraint system according to claim 6 wherein the drive apparatus is activated by a separately operated switch.

8. The restraint system according to claim 6, wherein the drive apparatus is activated by a controller, monitoring the speed, in excess of a threshold speed.

9. The restraint system according to claim 6, wherein the drive apparatus is activated by an accelerator pedal.

10. The restraint system according to claim 6, wherein the drive apparatus is activated when a sensor senses an acceleration, which exceeds a threshold acceleration.

11. The restraint system according to claim 6, wherein upon a pressure on a release button of the seat the drive apparatus moves the shoulder- and neck holder back from the operative position to the resting position.

12. The restraint system according to claim 6, wherein the lap buckle assembly has a master release button, which is connected to switches of the drive apparatus and electrical motors of the remaining buckle assemblies of the seat belt via respective deactivating cables, where the master release button, when depressed, disengages all the latch plates and moves the shoulder- and neck holder back from the operative position to the resting position.

13. The restraint system equipped with a shoulder- and neck holder according to claim 3, further comprising
a neck holder, having a pair of neck caps, insertably attached to the pair of shoulder caps, to restrain the neck upon use,
where the neck caps can be detached therefrom and removed.

14. The restraint system according to claim 13, wherein the shoulder- and neck holder is provided with at least one energy absorber.

15. The restraint system according to claim 14, wherein the energy absorber is fastened to the cap by an adhesive fastener and detachable therefrom by opening the fastener.

16. The restraint system according to claim 3, wherein the shoulder cap is shoulder-shaped.

17. The restraint system according to claim 14, wherein the energy absorber is shoulder-shaped.

18. The restraint system according to claim 13, wherein the neck cap is neck-shaped.

19. The restraint system according to claim 14, wherein the energy absorber is neck-shaped.